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Profile

a guide to military careers

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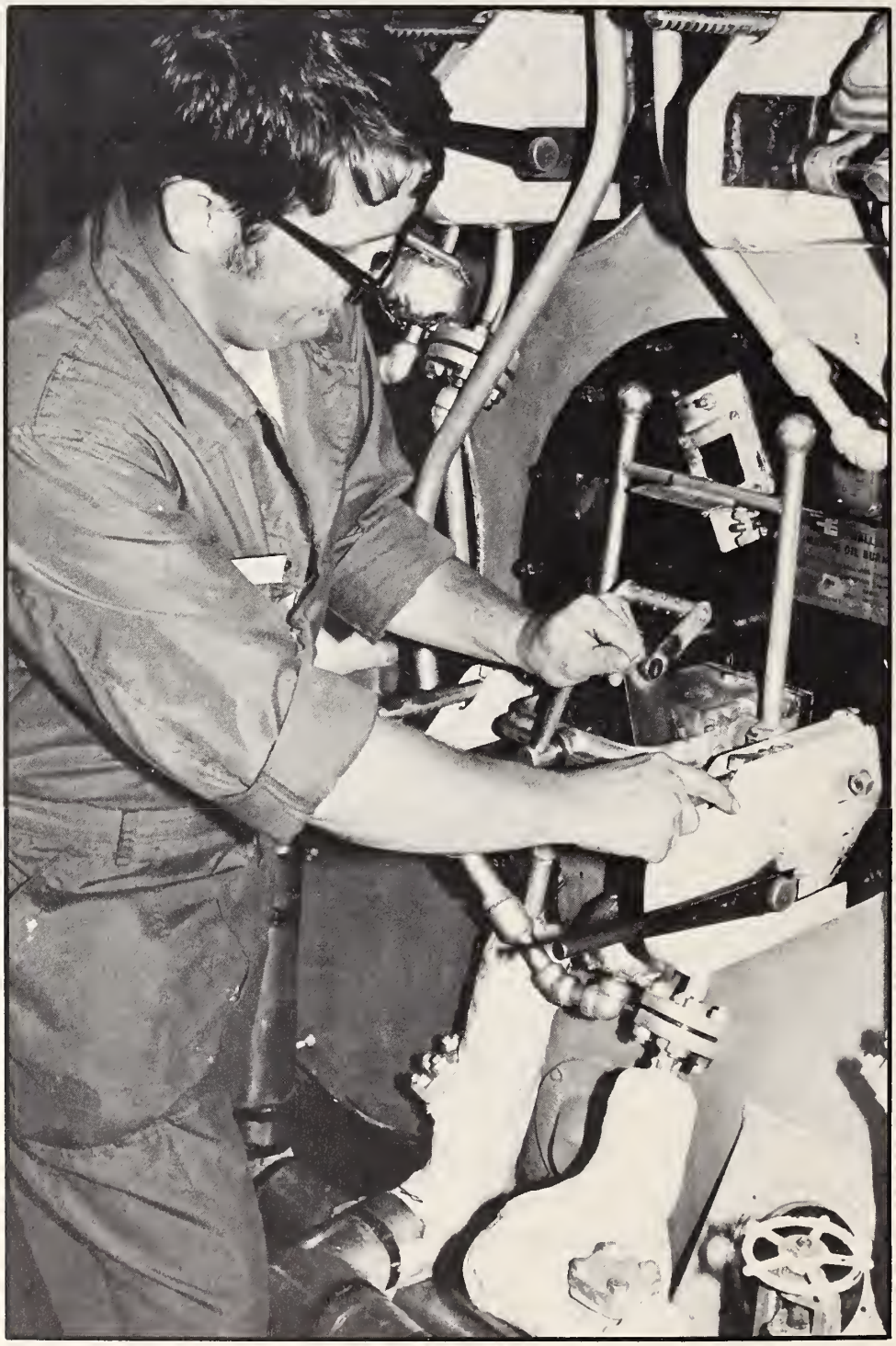

PROFILE'S April issue features a story on the Navy's boiler technicians. It also includes articles on Air Force missile silo maintenance, Marine Corps photo interpreters, Coast Guard storekeepers and the Army's Apache helicopter mechanics.

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Profile

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About the covers

Front: Staff Sgt. John Woodhouse performs a maintenance check on the Terminal VHF Omni-Range at Pease Air Force Base, N.H. (Photo by Linda Mitchell)

Back: Using welding tools, Marine Corps body repairmen can repair or replace many of the metal sections of vehicles. (Photo by Linda Mitchell)

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PROFILE (USPS 457-490) is published monthly November through April by the High School News Service.

This magazine is designed to inform young people and guidance personnel about benefits, opportunities, privileges and programs of military service.

The Secretary of the Navy has determined that the publication of the periodical is necessary in the transaction of the public business required by law of this Department. Use of funds for printing this publication was approved by the Office of Management and Budget, Dec. 2, 1980.

Reproduction of articles and supporting photographs is authorized provided proper credit is given.

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Bldg. X-18
Norfolk, VA 23511-6698

Phone:
Commercial (804) 444-2828
AUTOVON 564-2828

Third class circulation paid at Norfolk, Va. and at an additional mailing office at Mechanicsburg, Pa.

Guidance providers

story and photos
by Linda Mitchell

The safety of Navy ships and their crews is of primary concern to the people who pilot them through rough and calm seas, harbors and busy shipping lanes. The ships' quartermasters use instruments including compasses, waterway maps and sextants to guide the vessels.

Ground forces must also be able to find their way to and from specific destinations. Troop commanders in charge of these forces rely on grid maps and coordinates compasses and natural landmarks to guide troops and equipment over unfamiliar terrain.

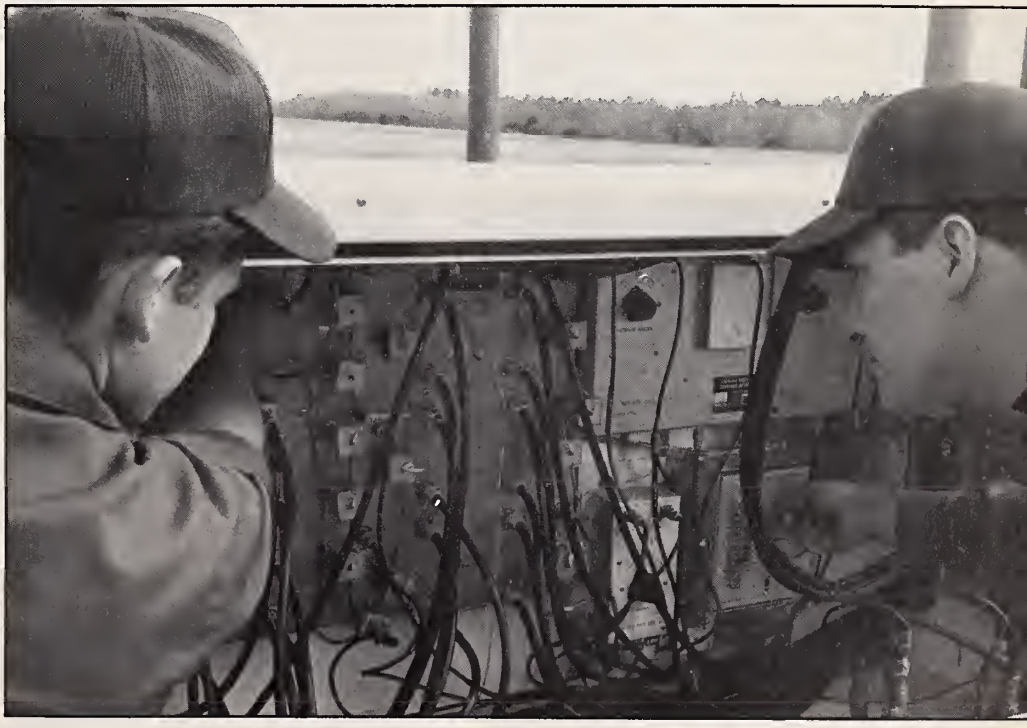
However, unlike the quartermaster or troop commander, an aircraft pilot, flying at 30,000 feet, has no visual landmarks or maps to help him. He has only his aircraft's sophisticated electronic instruments to ensure he arrives at his appointed destination.

These instruments receive radio frequency signals transmitted from ground-based stations located at intervals along his route. The signals indicate to the pilot the direction he's flying in and how far away his destination is.

"Pilots depend on the Terminal VHF Omni-range (TVOR) and the Tactical Air Navigation (TACAN) systems to help them navigate," said Staff Sgt. John Woodhouse, a flight facilities equipment repairman in the navigational aids maintenance shop at Pease Air Force Base, N.H.

"The TVOR signal gives only bearing (directional) information, while the TACAN transmits both bearing and distance information," Woodhouse continued.

"If these directional signals are even slightly inaccurate, the pilot and aircraft could end up hundreds of miles off course. It's



An aircraft takes off with the localizer antennas for the ILS in the foreground.

Airman Krutiak (left) and Staff Sgt. Woodhouse inspect the instrument panel of the localizer antennas.

imperative that flight facilities repairmen ensure the signals are clear and correctly positioned," he said.

The repairmen use spectrum analyzers, which produce a visible spectrum of the frequency range on a screen, to ensure TACAN frequencies are in their correct position. Using other testing devices, such as oscilloscopes, frequency counters and voltage meters, repairmen make sure the TACAN and TVOR equipment produce the correct radio frequency (RF) signals, voltage, resistance and ampere levels.

In addition to the TVOR and TACAN guidance systems, flight facilities equipment repairmen also learn to repair the instrument landing system (ILS) during the eight-month school at Keesler Air Force Base, Miss. The ILS—including a localizer and a glide slope—is located at the approach end of runways. Although the ILS operates continuously, it is particularly essential when visibility outside the aircraft is too poor to see the runway.

"When the aircraft is 3,000 feet from the approach end of the runway, the localizer and glide slope each transmit a radio frequency (RF) signal from the ILS to a receiver in the cockpit," explained Airman Eric P. Krutiak, a flight facilities equipment repairman at Pease. "The receiver dial, displaying two intersecting, floating crosshairs, translates these signals visually for the pilot. The vertical localizer crosshair shows the pilot that he's either centered on the runway or approaching it too far to the left or right of center. The horizontal glide slope line lets him know whether his angle of descent is too high, too low, or on target for landing. The lines should be centered on each other for a good landing," Krutiak said.

"The pilot's headset is also plugged into this receiver, and the signal identifies the base he's approaching. Also, the noise (modulation) level of the signal is another indication that the aircraft is off center, too high or too low," Krutiak continued. "The modulation level of the RF signal ranges from 90 hertz to 150 hertz. The louder the noise is, the more off center the aircraft is. During a good centered landing, the pilot won't hear anything."

Airman Eric Krutiak makes an adjustment to the TVOR system.

"To ensure the ILS signals are accurate, we adjust the cables at the ILS antenna on the runway to make sure that at zero, or centerline, the aircraft equipment receives no signal. We then use a modulation meter to test the 90 hertz and 150 hertz tones for accurate noise levels," Woodhouse said.

Rust prevention is another important factor in preventive maintenance for the flight facilities equipment repairmen. "The TACAN, TVOR and ILS equipment are constantly exposed to the weather. Corrosion control, including tearing the systems down and cleaning them thoroughly and regularly, requires a lot of our time," Woodhouse said.

After repairs and preventive maintenance checks are done, the ground equipment is "flight checked" using test equipment to ensure it passes Federal Aviation Administration standards before being put back into operation.

Flight facilities equipment repairmen continuously strive to surpass the FAA's standards for maintenance and accuracy, ensuring these TACAN, TVOR and ILS "navigators" guide the pilot and his aircraft safely to his destination. ⬠

newsbriefs

Cadets get computers

West Point cadets are now issued personal computers to help them with their studies.

The cadets buy the computers from the school for about $1,300. When they graduate or leave the academy, they may resell their computers to incoming cadets or keep them. Cadets pay for their personal computers through monthly amounts withheld from their pay for two years.

All cadets are required to take a basic computer course during their first year. To help them make the grade, their computers come loaded with an array of scientific and word processing software.

Coast Guard billets increase

Congress has authorized 500 billets for Coast Guard people on Navy vessels to help in drug busts. This is a big jump from the number of people now running law enforcement detachments on Navy ships. To comply with the Congressional intent, the Coast Guard is using a two-year phased-in approach beginning with 300 billets this year. They will provide an increased force of trained law enforcement people who will be used on Navy deployments and special operations as well as augmenting local Coast Guard units, particularly small boat stations.

Flying rescue attempt

Coast Guard C-130s have been flying to Yakutat, Alaska, with experts and supplies aboard for the possible rescue of 100 seals and up to 40 porpoises trapped in a freshwater lake behind an 80 mile long glacier. The saltwater animals are doomed to die as fresh water fills the lake and kills the fish they eat. The specialists want to fly the sea mammals by helicopter to Yakutat Bay on the other side of the glacier.

More Air Force positions open to women

The Air Force will open 1,645 positions to women in RC-135 and EC-130 aircraft.

Air Force Secretary Edward Aldridge, Jr., made the announcement late last year. "The Air Force continually strives to make the maximum number of positions available to women," he said. "This is another step forward in this continuing effort."

The new openings are on large RC-135 reconnaissance aircraft and smaller EC-130 turbo-prop electronic warfare aircraft.

The secretary noted that opening these positions is consistent with the Air Force combat exclusion policy not to place women in positions that would expose them to hostile fire and capture.

The Air Force leads the armed services with 12 percent women members, up from three percent 10 years ago.

All officer career fields are open to women. Four enlisted specialties remain closed: combat control, tactical air command and control, aerial gunner, and pararescue and recovery.

During the past five years, the Air Force has opened about 30,000 positions to women, according to Aldridge. As a result, 95 percent of all Air Force positions are open to "qualified and interested women," he said.

HIGH TECH AIR DEFENSE

by Karen Murdock

It resembles a high-tech computer game except it plays for keeps, costs more than a quarter and its targets aren't little green space invaders.

It's the Patriot surface-to-air missile, an air defense system that many soldiers believe to be the best in the Army's inventory.

"I used to work with the Hawk (another air defense missile system) but I switched over to Patriot because it's the most modern system available," said Staff Sgt. Robert Duncan, now a Patriot instructor at Fort Bliss, Texas.

Patriot is the most sophisticated, fully software-driven U.S. air defense artillery weapon system. "With its state-of-the-art computer technology, Patriot can track and engage a number of targets simultaneously," Duncan explained. "It's also very mobile and gives operators greater fire power. A big advantage of Patriot is that maintenance and repair is much easier than previous air defense systems."

The Patriot firing unit's major equipment consists of a radar set (which detects, identifies and tracks targets), an engagement control station (ECS), an electric power plant, an antenna mast group and launching stations. The ECS, a self-contained van which houses the computers, is the only station manned during an air battle. It also controls the radar functions and launching stations, providing guidance commands to the missile. Each launching station is remotely operated and can fire up to four missiles.

To keep pace with the highly technical missile system, the Army offers highly technical training. During the 34-week course at the Air Defense Artillery School at Fort Bliss, soldiers learn how to operate and maintain the Patriot system.

According to Sgt. Maj. Garland Crooks, the sergeant major of the school's Patriot Department, "During the first two months, students learn basic electronics and digital technology (solid state circuitry).

"After completing training on the basics of electronics, students spend about seven weeks on the Patriot Conduct-of-Fire Trainer, a computer simulator where students are taught to react to realistic combat situations," Crooks explained. "Students learn to operate the system's controls and to interpret computer language in order to sight and identify hostile and friendly targets."

Students also are taught to maintain and repair the Patriot system during classroom and hands-on training.

A computer fault-check program enables the operator to locate problems in the system. This reduces troubleshooting and repair time.

Pfc. Michael K. Black, a course graduate, has orders for overseas. "I'm glad I came into the Patriot field. The computer and electronics training is invaluable and I get the chance to see other parts of the world. This school was tough at times, but the instructors helped us every step of the way to ensure we were comprehending all the information.

"It is sort of like a huge computer game," Black concluded, "but there's a lot more to it than just dropping a quarter in a slot and blasting away. With Patriot, we're not playing. It's for real." ⬠

While watching the launcher move, a Patriot crewmember ensures the platform is stabilized.

Patriot blasts away from its launching station during a test.

tidbits and technology

Soviets profit from Western technology

The computer revolution and the general explosion of new technologies in the United States, Europe and Japan, worries Soviet leaders. With a lack of good incentives, a rigid bureaucratic structure and excessive secrecy, their system cannot match Western development.

Instead, the Soviets spend about $1.4 billion annually to acquire high-tech Western products, legally or illegally, and to analyze the technology. "They let us see and solve problems and then pilfer or purchase the solutions," a high-ranking American defense adviser says. The search focuses on defense contractors, manufacturers, foreign trading firms, electronic data bases and other such sources.

Along with their Warsaw Pact allies, the Soviets have saved billions of research dollars, reduced their weapon development times drastically and speeded the Warsaw Pact's response to Western weapons and tactics.

The United States has a program of international trade agreements, briefings to American industries, export licensing restrictions and other means to counter the Soviet effort. This has cut down on the Soviets' ability to profit from U.S. know-how and in turn has protected American technological superiority. As a result, the United States spends less on its own countermeasures. Defense Secretary Caspar Weinberger estimates that every $1 spent on the security program saves at least $350 in defense spending.

President announces ICBM decision

The White House announced Dec. 19, 1986, President Reagan's decision to proceed with full-scale development of the small intercontinental ballistic missile and to begin development of a mobile, rail garrison basing mode for Peacekeeper missiles.

The president's decision only authorizes research and development of the two programs. These programs are an integrated package to modernize U.S. intercontinental ballistic missiles.

The president's decision to develop a rail garrison method of basing for the Peacekeeper is in response to congressional direction to consider alternate basing modes and develop areas for the missile. Under this method, the missiles would be placed on railroad cars at military installations around the country. In times of national emergency, Peacekeeper missiles could be moved to classified locations.

The small intercontinental ballistic missile decision in President Reagan's announcement directs the development of a small missile weighing approximately 37,000 pounds and carrying a single re-entry vehicle in hard mobile launchers.

According to the announcement, the total quantity of systems to be produced and the extent to which missiles are deployed will depend upon the size of the Soviet threat and the progress reached in arms control negotiation.

Sea Dragon

The Naval Air Test Center, Patuxent River, Md., recently completed developmental testing of the MH-53E Sea Dragon. A derivative of the Marine Corps CH-53E Super Stallion, the MH-53E is designed to enhance the airborne mine countermeasures defense posture.

The aircraft incorporates state-of-the-art improvements, including composite tail rotor blades, a redesigned tow hook capable of handling 30,000 pounds of tension, and an advanced digital automatic flight control system.

Approximately 150 hours of flight tests were conducted. The first production MH-53E is scheduled for delivery this year.

Reserve component mission expanding

Reserve component soldiers are scheduled for more overseas deployment training (ODT) in 1987. Army Reserve units are scheduled to train in 44 countries and take part in the Return of Forces to Germany (REFORGER) in West Germany and Team Spirit in South Korea. Reserve units are also slated to train in Latin America. National Guard units are scheduled to train in 28 countries and participate in Team Spirit.

The ODT program has grown considerably since it began in 1976. Much of the expansion has occurred in the last six years. In 1981, for example, 200 Reserve and Guard units trained overseas. By 1984, the ODT program included more than 1,000 units. In 1985, with encouragement from Army Secretary John O. Marsh, Jr., ODT included 1,932 units. Last year, the amount grew to 2,601 units or more than 43,000 soldiers.

Overseas commands sponsor the training, which shows the Army's resolve to support overseas commitments. The training also strengthens the CAPSTONE program, which provides Reserve and Guard units with specific active Army commands to which they report.

Who ya gonna call?

Story and photo by Rick Johnson

When your pipes are clogged or you spring a leak, you call a plumber. If your house catches fire, you call the fire department.

But, what if you're a Coast Guardsman and these catastrophies occur while your cutter is enroute from Portsmouth, Va. to Governors Island, N.Y.?

Who ya' gonna call?

Damage controlmen!

"Damage controlmen (DCs) are the Coast Guard's resident professionals in preventing and controlling damage," explained Petty Officer 2nd Class John Lee, a damage controlman aboard the cutter Ingham. "DCs are the Coast Guard's fire fighters, welders, plumbers, pipe fitters and carpenters. We are the key personnel in all repair parties aboard cutters.

"For example," continued Lee, "if a fire were to break out on board, DCs would be in charge of controlling and correcting the damage caused by the fire. One of the DCs on board would operate the number one hose nozzle and would be in charge of the hose teams while they are fighting the fire.

"A second DC would supervise the repair teams at the scene of the casualty," he added. "He reports to the repair locker (damage control command center) where another damage controlman, usually the senior DC onboard, directs the operation. He makes sure that all the teams have everything they need to control the damage."

Fire fighter training and other damage control skills are taught at Coast Guard Reserve Training Center, Yorktown, Va. The 16-week course consists of classroom instruction followed by hands-on exercises.

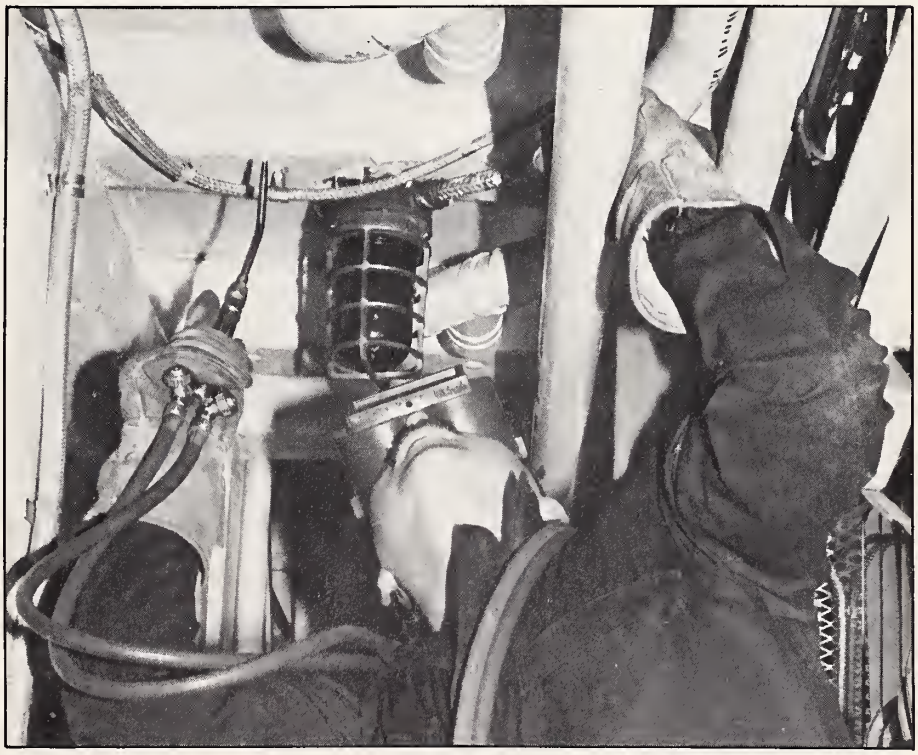
"One exercise during the pipe fitting phase is called the 'DC Nightmare,'" Lee stated. "Given a list of measurements, the student is required to fit a series of pipes together. All the pieces must fit perfectly to form a large square.

"The most common task performed on the cutter is welding, or cutting," he commented. "If a pipe springs a leak, we'll fix it or cut out the damaged section and replace it."

One of their more tedious, but very important responsibilities is conducting preventive maintenance checks. "Preventive maintenance consists of checking all the fire stations on board the cutter," Lee explained. "We make sure the hoses, nozzels and other firefighting equipment are in good shape and stored properly. We test the smoke detectors throughout all the living spaces and check and weigh fire extinguishers."

The damage controlman is responsible for the preservation of modern safety and survival devices in the Coast Guard. "We are the human safeguards for the cutter and its personnel," Lee concluded.

Whether its fixing a broken pipe or putting out a fire, the Coast Guard always knows who to call.



A damage controlman brazes a pipe fitting aboard the Coast Guard cutter Bear.

A Marine Corps body repairman "pulls" a dent in a van before repainting it.

Auto Magicians

story and photos by Linda Mitchell

Everyone has listened to or read at least one complete make-over fairy tale as a child. For example, Hans Christian Andersen's ugly duckling, considered by his peers to be the ugliest thing they'd ever seen, is transformed by nature into a beautiful swan.

But, in real life, few things are transformed from something scarred and ugly into a thing of beauty by nature or by magic. It usually takes a lot of skill and hard work.

"You should see some of the vehicle wrecks we have to completely 'make over,' said Marine Corps Private 1st Class Jose Gonzalez, a metal and body repairman in Detachment A, 2nd Force Service Support Group, Marine Corps Air Station, Cherry Point, N.C.

"We 'pull out' dents, design and manufacture new metal sections, replace broken windows and repaint vehicles such as tanks, five-ton personnel carriers, cars, vans, pickups and jeeps. We also operate on damaged cargo carriers and tractor trailers," said Private Jeff Jones, a metal and body repairman at Cherry Point.

"Painting can be the most challenging job, particularly camouflaging," Gonzalez said. "Vehicles are assigned camouflage patterns and paint colors by vehicle type. Jeeps, for example, have a different pattern from tanks or pickup trucks. We have a book of patterns we use when drawing the pattern on the vehicle.

The body repairmen's work also consists of working with oxyacetylene and arc welding torches and using other skills they learn during a 13-week course at Aberdeen Proving Ground, Md. Using welding techniques, they make repairs on such things as radiators and gas tanks.

"When the vehicles we service 'go on the float,' (spend time on a ship or away on exercises), they sometimes come back to us with a lot of rust," Jones said.

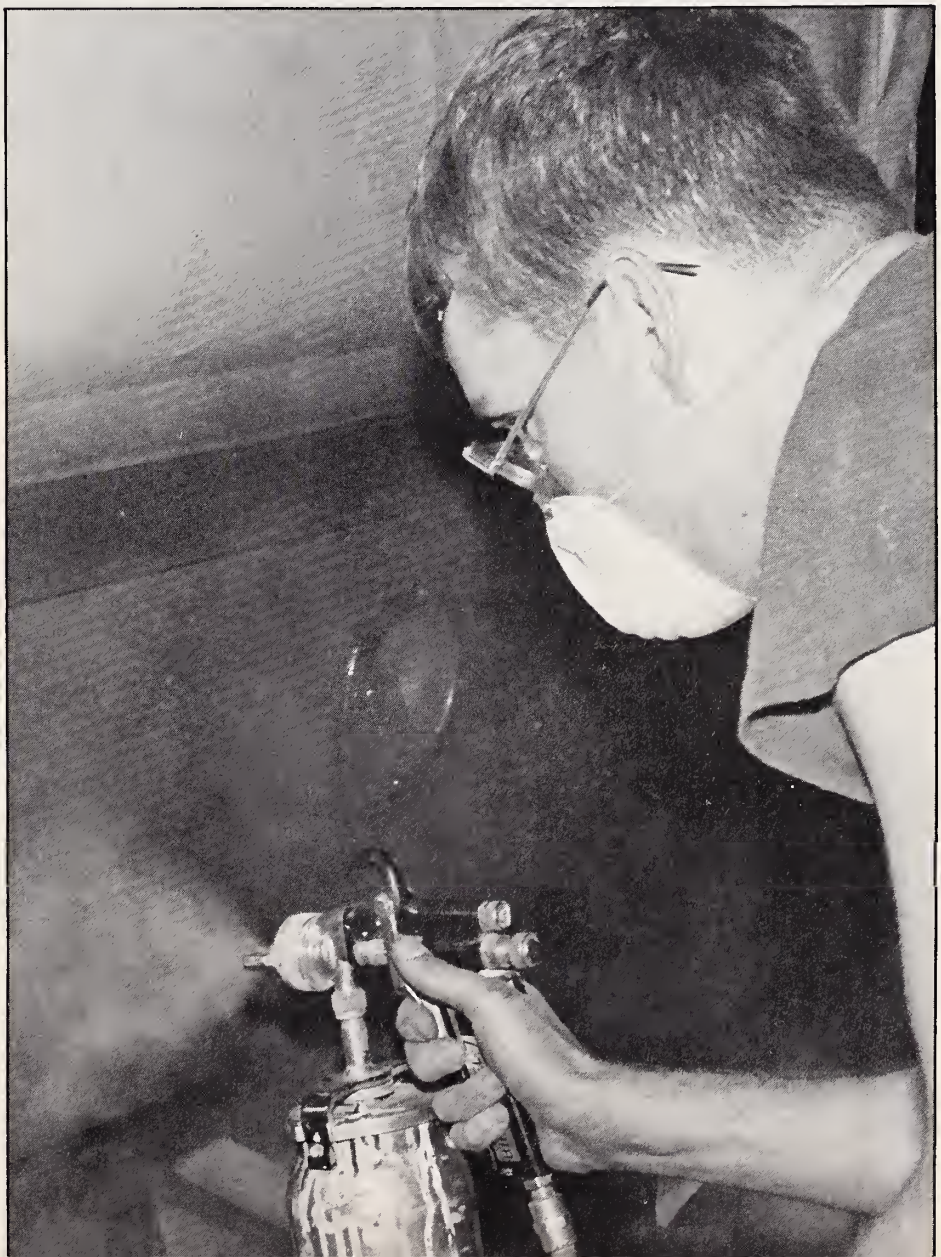
"Motor transport personnel inspect the returning vehicles and make all required repairs. For example, if rust is found on a vehicle, we first try to grind or rub it off. If that doesn't work, we cut out the rusty metal area and weld on a new piece," he said.

When the transformation is completed, the rust-covered or dented "ugly duckling" becomes a machine which will continue to serve the needs of the Marine Corps. ⬠

After the dent is pulled, a putty-like compound is applied to fill in holes and small creases in the metal.

After the compound has dried, the body repairman then uses a sander to smooth the surface for repainting.

The Marine body repairman applies the final coat of paint to the van before returning it to its base organization.



GUNNER'S MATES

An important part of a balanced peace

story and photos
by Rick Johnson

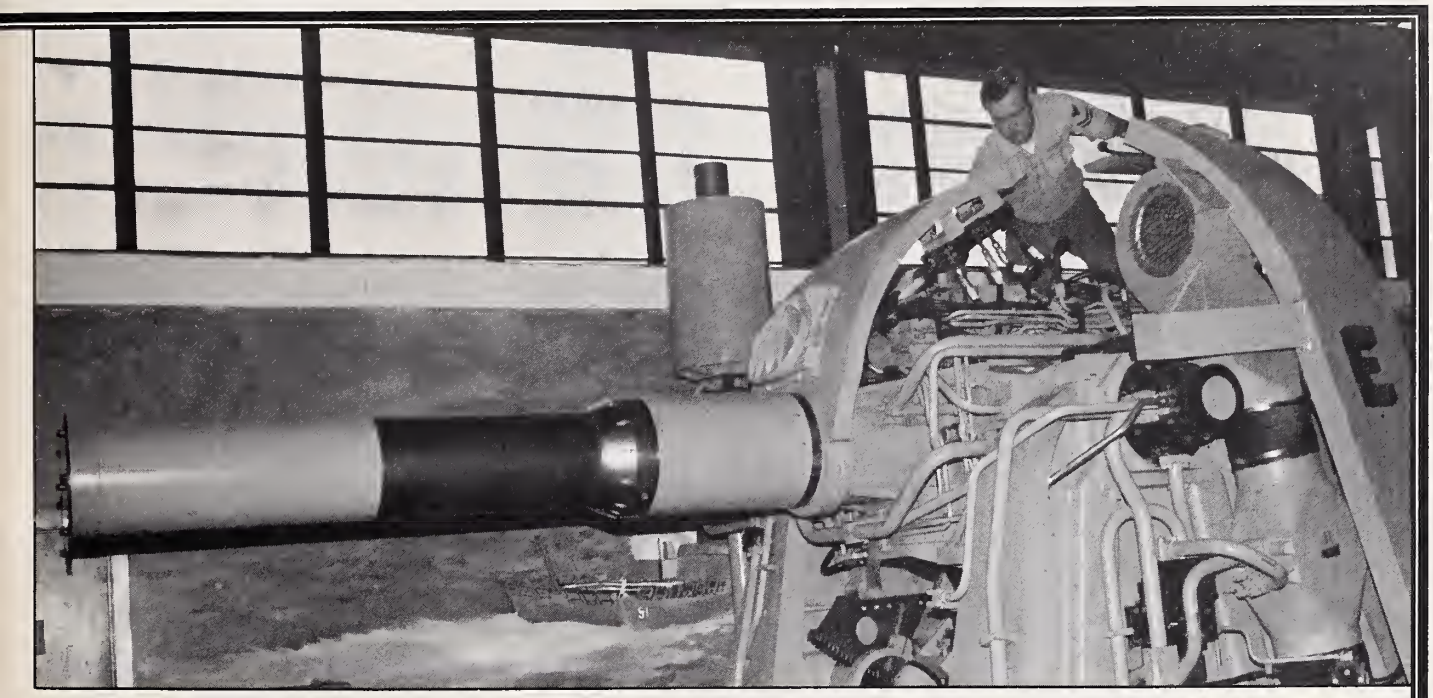
Imagine: A world with no fighting, no wars; a world where military forces and their weapons were not required for peace and harmony.

Since the beginning of our nation, this has been the dream of millions. However, because it has only been a dream, military personnel must maintain an effective defensive arsenal in order to preserve the world balance of peace.

To aid in this peace-keeping effort, our Navy's weapon systems must function properly at all times. This is the responsibility of the Naval gunner's mates (GMs).

"Some of the weapon systems we maintain include our ships' five-inch, 54-caliber guns; our anti-submarine rockets (ASROC) and our Poseidon missiles," explained Petty Officer 2nd Class Jim Wright, an instructor at the gun-

Petty Officer (GMG2) Jim Wright prepares to simulate the operation of the MK-45 (five inch/54 cal.) gun system.



Petty Officer (GMG2) Jim Wright performs preventive maintenance check on the five-inch/54 cal. gun mount.

ner's mate school, Great Lakes, Ill.

"The Navy's gunner's mate rate is broken down into three sub-ratings within these various systems," Wright added.

"The first of the sub-ratings is the gunner's mate, technician (GMT) which specializes in the launching systems such as the ASROC. The next sub-rating is the gunner's mate, missiles (GMM) who deal with missile launching components. The third one is the gunner's mate, guns (GMG) who work on the large gun systems such as those found on battleships."

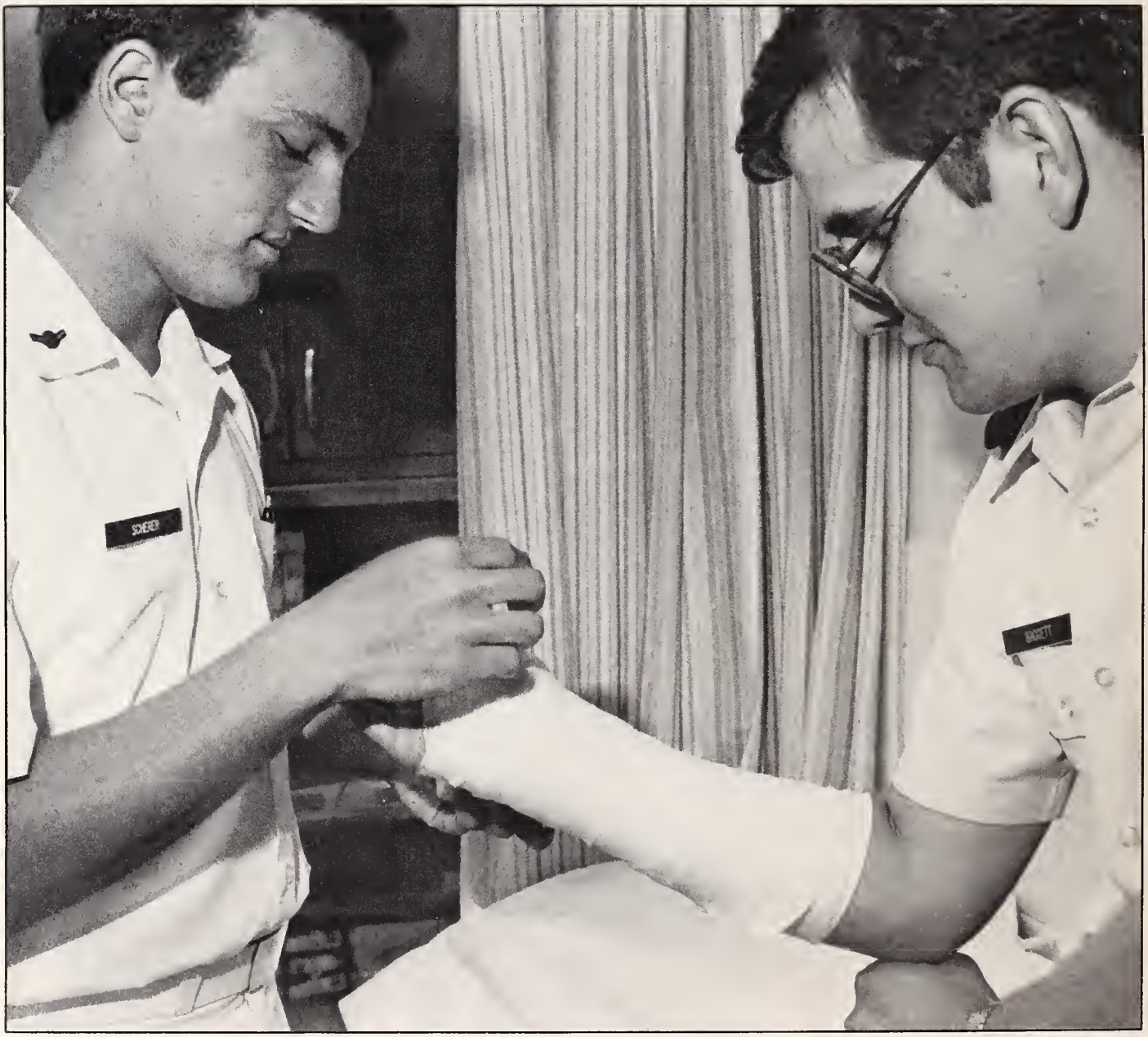
Although the three sub-ratings pertain to designated types of weaponry, there are many similarities.

"All prospective GMs attend the same basic school at Great Lakes, where we learn an overview of the rate," explained Petty Officer 1st Class Tim Wheeler, another school instructor. "The 21- to 25-week, self paced course includes training in small arms such as M-16 rifles and .45 cal. pistols, our weapons systems, basic electricity and electronics, hydraulics, computer control and ordnance (identifying, handling and storing ammunition). Also, as part of our training, we're taught the basic mechanics of missile and gun systems," Wright said.

Students graduate from the basic school as 'generic' gunner's mates. They are then assigned to specific schools for required training in their sub-rating and system.

Even though each GM may have a specific sub-rating dealing with different type weaponry, their combined skills come together in the fleet for the primary mission—ensuring that our Navy's effective defensive arsenal of weapons are always ready to preserve that balanced peace throughout the world.

Orthopedic specialists



Airman David Scherer wraps a service member's broken arm in cotton before applying a plaster cast.

Accidents happen to military members. When broken bones are the result, orthopedic specialists help repair the damage.

by Karen Murdock

It was a beautiful day and snow was perfect. All the conditions were right for a great day of skiing.

The soldier checked his bindings, adjusted his goggles and readied himself for the downhill run. About halfway down the slope, he lost his balance and a tall pine tree helped break his fall—and his leg.

Accidents do happen to military personnel on and off duty. When they involve broken bones, military orthopedic technicians are there to help repair the damage and construct orthopedic devices such as casts and splints to support the injured limbs while they heal.

Army, Navy and Air Force service members receive treatment from enlisted orthopedic technicians. Coast Guard and Marine Corps personnel rely on the Navy for othopedic services.

Military orthopedic specialists make, apply and remove plaster and fiberglass casts and construct splints for setting broken bones. They also assemble and adjust traction devices for patients, fit amputees with artificial limbs and assist doctors examining children for scoleosis (curvature of the spine). The technicians also assists doctors during major and minor orthopedic surgery.

Army orthopedic technicians are trained at Fort Sam Houston, Texas, according to Sgt. 1st Class Jimmie L. Stokes, noncommissioned officer in charge of the Orthopedic/Surgical Clinic at McDonald Army Hospital, Fort Eustis, Va. "The 12-week course teaches the basics of anatomy, sterile techniques, medical procedures and orthopedic techniques. When the graduates reach their permanent duty stations, they receive 90 days of on-the-job training in applying and removing casts and putting patients in traction.

"To remove casts, we use a small hand saw. Some technicians are a little afraid at first to use it for fear they may hurt the patient, but all it takes is for the technician to use it a few times to get a feel for it," Stokes explained.

"**Air Force** technicians are taught orthopedic procedures on the job," said Airman David Scherer, at Langley Air Force Base Hospital, Va. "I'm a surgical technician. I was trained as an orthopedic technician when I arrived here. I went through surgical technician school at Sheppard Air Force Base, Texas, where I was taught operating room procedures, anatomy and sterile techniques. When I arrived at Langley AFB, I was trained in orthopedic procedures such as applying and removing casts and placing patients in traction. I also assist during emergency cases and in orthopedic surgery."

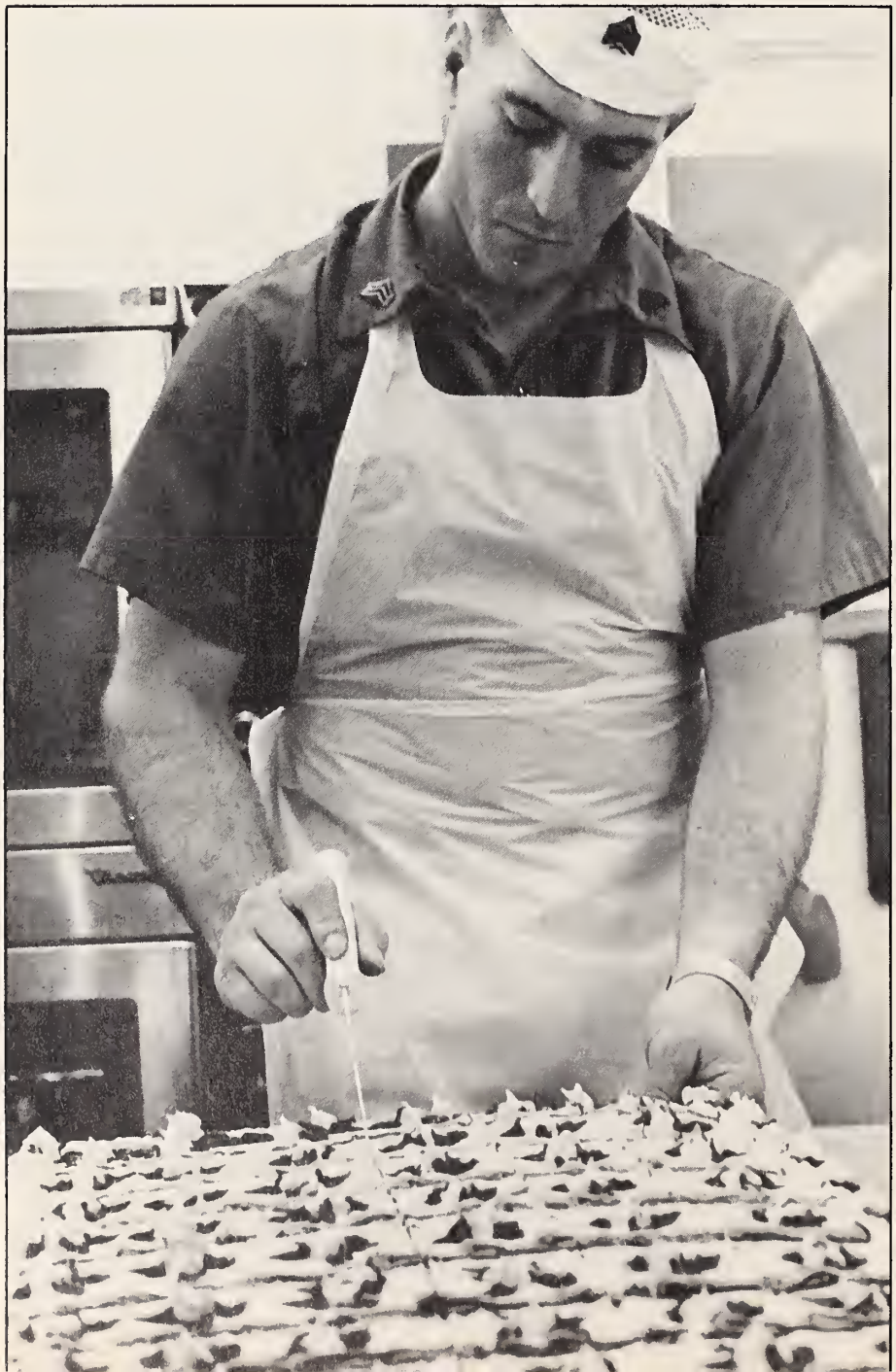
Naval orthopedic technicians begin training in the 8-week basic hospital corpsman course at either San Diego or Great Lakes, Ill. "After the basic course is completed," explained Petty Officer 2nd Class J.L. Hatley, orthopedic cast technician at Portsmouth Naval Hospital, Portsmouth, Va., "we go through 24 weeks of on-the-job training, learning our rate. Once we become rated as an orthopedic cast technician, we can work aboard ships and in shore-based clinics and hospitals," he said.

"The job sometimes requires quite a bit of lifting—for instance, when a patient is placed into traction—so for anyone coming into this field, it helps to be physically fit to do the job," Stokes said.

"I like the job," Scherer said. "In the six months I've been at Langley, I've assisted in surgery and helped construct five body casts, in addition to the daily injuries to arms and legs that occur.

"It's never boring," he concluded. "Accidents do happen and unfortunately, people always seem to be breaking something. Orthopedic technicians help ensure those broken bones heal properly."

Marine Corps Bakers



Sgt. John Hertling cuts a cake he decorated for service during the noontime meal.

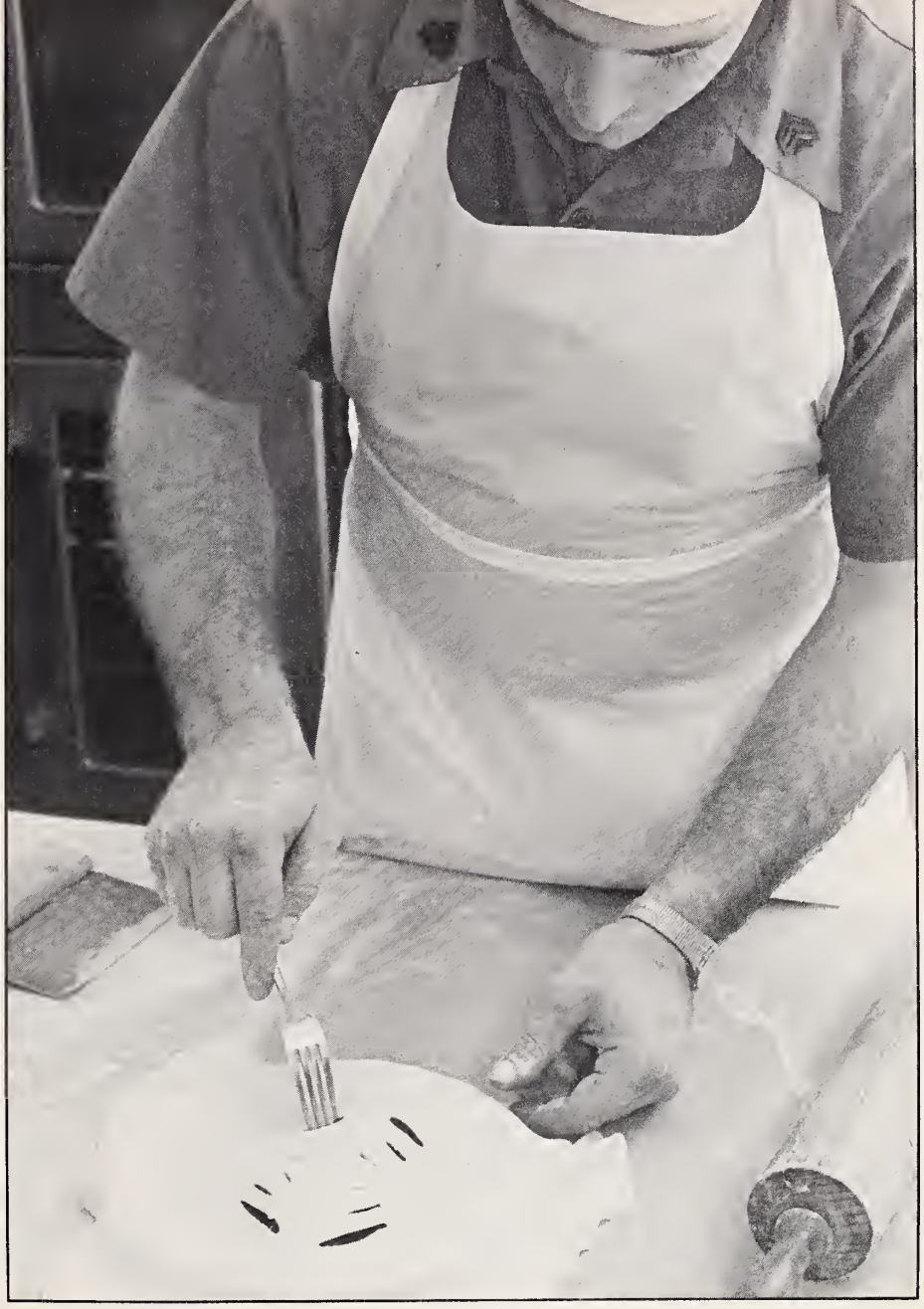
story and photos by Linda Mitchell

As you enter the room, your senses of taste and smell are enfolded in a blanket of delicious sensations.

The aromas from chocolate cakes and oatmeal cookies baking fill the air. Numerous pies line the counters, awaiting the cutting knife. Meanwhile, Marine Corps food service bakers prepare more cookies and cakes for the ovens.

"This is the baker's domain," Marine Corps Lance Cpl. Keith Corbin, a baker in A Company, Headquarters Battalion, Marine Corps Base Camp Lejeune, N.C., said during a break between baking projects. "We prepare the cookies, cakes, pies and rolls eaten here daily by hundreds of Marines at breakfast, lunch and dinner."

Whether baking from mixes or from scratch, Marine Corps bakers always think big. Cookies are baked in 50 and 100 portion batches, because several hundred hungry Marines can consume more than 500 in one day. In addition, bakers prepare several large cakes and assorted pies daily.



Sgt. John Hertling prepares a pie crust for one of the many pies he bakes daily.

"It's just as easy to bake for 100 or more people as it is for five," Corbin said. "When making baked goods according to a recipe, however, Marine Corps bakers must be good mathematicians to double or triple the 100-portion recipes," he said.

In addition to baking the daily cakes and cookies, Marine Corps bakers prepare a variety of pies. "Some pies are prepared by Marine Corps bakers assigned to centralized Marine Corps bakeries; one located on the east coast and one on the west coast," said Lance Cpl. Rodney S. Miller, a baker at Camp Lejeune. "The central bakery personnel prepare the fruit fillings and pastry and then ship the pies, frozen, to other base dining halls." Other pies are prepared from scratch by dining facility bakers.

When not baking their desserts in base dining facilities, bakers deploy with battalions on field exercises. Working side by side with food service cooks in field kitchens, the bakers produce breads as well as the usual pastries.

Bakers learn their trade at Marines Corps Base Camp Johnson, located near Camp Lejeune. During the nine-week basic school, students bake breads and pastries which are then served in local area dining facilities.

"The instruction students receive emphasizes sanitation, including personal hygiene and environmental and equipment cleanliness," Corbin said.

"After graduating from the basic course, bakers transfer to their first assignment for further training," Miller said, "After a couple of years on the job, we can attend the advance course at Camp Johnson. In this course, bakers learn to identify ingredients by sight, smell and taste, as well as creating fancy cake decorations."

Bakers can use the knowledge gained from attending the two schools and on-the-job training to compete for awards in annual food service competitions.

This creativity is also put to use just prior to the Marine Corps Birthday each fall. "Bakers in the two central bakeries prepare from scratch several hundred birthday cakes weighing from 150 to 250 pounds each. When finished, they are shipped to Marine Corps bases," Miller said.

"Besides baking the cakes, they have the opportunity to create cake decorations ranging from simple lettering to very intricate flowers and designs.

"As well as being an interesting Marine Corps career, this is a very marketable career field on the 'outside,'" Miller continued. "With the training we receive, we have the experience and knowledge to possibly work for or even start a catering business."

Before they can think about starting their own businesses, however, Miller and Corbin must first think of the people they cater to now. As the delicious odors fill the air in the dining hall, hungry Marines line up for their next meal—"topped off" with a piece of their favorite dessert. ✪

Chicago:

story by Linda Mitchell

Author Carl Sandburg once described Chicago in its early years as "stormy, husky, brawling; City of the Big Shoulders." The same "brawling" pioneer spirit which established it in the 1800s as a western trading center has helped Chicago become a metropolis bursting with energy and vitality.

Chicagoans used this fighter spirit to recover from near-total destruction by the Great Chicago Fire of 1871. After nearly 18,000 wooden buildings were destroyed, architects such as Frank Lloyd Wright and Louis Sullivan designed and built steel-framed structures and concrete "skyscrapers." Many of these older buildings have been joined by such modern giants as the 110-story Sears Tower, with its observation Skydeck.

The human pioneer spirit is still much in evidence today. Polish immigrants figure heavily in Chicago's population, but many other nationalities add to the melting pot.

Local military communities also contribute to the combination of cultures. Sailors and Marines arriving at Great Lakes Naval Training Center, soldiers assigned to Rock Island Arsenal and Fort Sheridan, and Coast Guardsmen at the Lake Michigan station lend ethnic and military influences to the community. Though located about 200 miles south, airmen at Chanute Air Force Base also figure in Chicago's vital community spirit.

This potpourri of ethnic back-

Navy Pier, with Chicago's skyline and the John Jardine Water Filtration Plant in the background, was built in 1916 for commercial shipping. It served as the University of Illinois Chicago Campus in the 1940s and 50s.

Pioneer City

grounds enables Chicago to offer a wide variety of entertainment opportunities to visitors and native Chicagoans. For those wanting to eat before or after exploring, the city's restaurants offer international cuisines ranging from Chinese to Yugoslavian.

After satisfying their hunger, visitors can take guided tours of the city, or they may choose to hop on one of the Chicago Transit Authority's many buses and subway trains.

Among its many attractions, the inner city offers museums to browse through. Ripleys Believe It Or Not Museum displays oddities collected by Robert L. Ripley during his foreign travels. Others include the Adler Planetarium, the Museum of Science and Industry, and a multitude of art museums and galleries.

Sports enthusiasts discover Chicago's vitality when cheering for the Chicago White Sox at Comisky Park and the Cubs at Wrigley Field. Football and soccer fans travel to Soldier Field Stadium to shout for the Bears and Stings, while those preferring indoor sports can watch Bulls basketball and Blackhawks ice hockey action at Chicago Stadium. Lake Michigan sports a beach in the middle of the city for water recreation, plus local and state parks provide fishing, boating, swimming and picnicking opportunities as well as winter sports facilities.

Travelers and natives also have the chance to experience Chicago's many nightclubs and enjoy a wide variety of music such as pop, country, jazz and rhythm and blues. Theaters and playhouses feature musical comedies, Broadway shows, classical drama and contemporary plays. "Off-Loop" theater performances of works by new playwrights are additional indications of the city's pioneer spirit.

The pioneer spirit and vitality which helped Chicago recover and grow after the devastating fire haven't begun to dim. If anything, they make Chicago an even more exciting place to live in and to visit.

The twin towers of Marina City, designed by Bertrand Goldberg, are framed by Chicago's many bridges. These unusual towers are located on the Chicago River and contain condominiums, office spaces, restaurants, a bank, bowling lanes, a health club, shops, a garage and marina.

Photos provided by the Chicago Convention and Tourism Bureau

Army Personnel Specialists

Keep the record straight

Students participate in a field training exercise and learn to operate in a combat environment.

story and photos by Karen Murdock

There's an old saying in the Army that to get anything done, a soldier has to fill out mounds of forms in triplicate. Well, there's some truth to that, especially where personnel records are concerned.

Each soldier has a personnel file documenting his or her career. These files contain information such as promotions, awards received, duty assignments, training and schooling received, and emergency data. The people responsible for maintaining these records are the Army's personnel records specialists.

"Records specialists monitor soldiers' personnel files and all the paperwork associated with them," explained Sgt. Maj. John McPherson, chief of the Personnel Records Specialist school at Fort Jackson, S.C. "When soldiers come into a military personnel office for a records review, records specialists examine the files with them, eliminating out-dated information and ensuring that all data is current and correct.

"If, for example, a soldier wants to apply for a specific school or desires to reenlist, we take the information and ensure the proper forms are posted in their file," McPherson said.

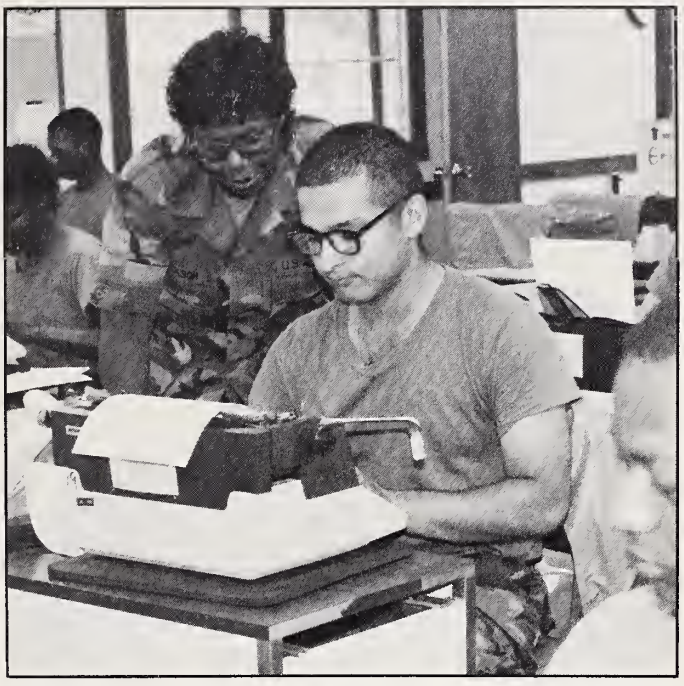
"Research is a large portion of our job," he continued. "If a soldier needs information about qualifications and prerequisites for changing his military occupational speciality or how to get into a certain service school, we may have to go through a half dozen regulations to obtain the needed information."

People coming into the Army as records specialists receive their basic training in the various regulations and forms at Fort Jackson during a six-week course.

Students receive training for upkeep of records, posting orders, paperwork required for promotions, reassignments, awards, retirements, reenlistments, enlisted and officer evaluation reports, and service school applications.

During the course, students also participate in a field training exercise (FTX), spending five days and four nights in a simulated combat environment. During the FTX, students are given 29 hours of academic training besides learning soldiering skills.

Before graduating, students must be able to type 20 words per minute and complete five hours of end-of-course testing. "Sixty-two percent of the students coming through here have never used a typewriter," McPherson explained, "so not being able to type isn't a deterrent. We have evening remedial typing sessions in the post learning centers so students can practice."



Students in class at Fort Jackson, S.C., learn the proper way to fill out forms with the instructor's help.

The only prerequisite for becoming a personnel records specialists, according to McPherson, is the desire to help people. "That's what personnel is—service to other soldiers. A records specialist deals with people daily.

"It's a demanding job. Records specialists must keep up with all the changes made in the regulations and the forms required to be maintained in each record. However, it affords one the opportunity to learn the basics needed to run a business organization from a personnel aspect," McPherson concluded.

Everything that goes into a soldier's personnel file may not have to be filled out in triplicate, but it's essential that all the data is up-to-date and correct. The records specialist ensures it stays that way. ⬠

Students learn to do the necessary paperwork for soldiers' personnel files in a field environment.

☆U.S. GOVERNMENT PRINTING OFFICE: 1987-726-037:60005

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Body Repairmen — page 12

Impress upon the mind of every man, from the first to the lowest, the importance of the cause and what it is they are contending for.

George Washington

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